

Hongkong Daily Press.

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FOR 1907.

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Hongkong, 23th October, 1906. 1771

HONGKONG CRICKET LEAGUE.

A meeting of the Hongkong Cricket League was held yesterday in Messrs. Shawan Tomos A Co.'s Office under the presidency of Mr. R. Hancock. The others present were Messrs. H. T. Jackson, T. C. Gray, A. E. Asger (secretary), A. Brown, Inspector Withers, Tang Chee.

The Chairman moved the adoption of the report, and in doing so, said he was glad to see they had a credit balance of \$35.

Mr. Brown, seconded. He added that he would like to endorse the reference in the report to Mr. Sercombe Smith. When the League was instituted four years ago Mr. Sercombe Smith helped them a great deal in overcoming the initial difficulties and when any dispute arose his judgment always proved sound. The success of the League was to a large extent due to Mr. Smith and he thought they might claim the League had been a success because it added to the interest of their life on a Saturday afternoon—both to players and non-players. It was indirectly responsible for the birth of two new clubs—the Police and Kowloon. In concluding he thought the committee ought to congratulate themselves on having secured Mr. Hancock as successor to Mr. Sercombe Smith (hear hear).

The report was adopted and the Chairman returned thanks for the flattering remarks of Mr. Brown and assured the members that his services would always be at their disposal.

The election of office bearers resulted as follows: President, Mr. R. Hancock; vice-president, Mr. Braidwood; secretary and treasurer, Mr. Asger.

Inspector Withers suggested that a different method of scoring might be adopted. By recording the percentages, clubs would be induced to play for a win instead of playing only for a draw as at present was the case with many. It was the opinion of members that if this new arrangement were introduced it would brighten cricket, and necessary notice of motion was given by Inspector Withers.

It was agreed that entries should close on the 2nd October and the annual match between the League and the Hongkong Club was provisionally fixed as two days meeting at China New Year and in the event of that time proving unsuitable the match to be played on the following Saturday.

Mr. Chee raised the question of the League appointing umpires, but it was agreed that no remedy could be found for the difficulty and that the existing arrangement had proved adequate in the circumstances.

THE ROYAL HONGKONG YACHT CLUB.

The third annual meeting takes place on Monday the 30th inst. The report of the General Committee says the members and subscribers on the Register for the year ending 31st August 1907 number 208, thirty-four new members and three Military subscribers having been elected during the year. Mr. H. Percy Smith who has served the Club as Secretary and Treasurer for two years resigned those offices on the 31st August last, and Mr. G. G. Franklin has been elected Honorary Secretary and Treasurer. On the proposal of the Hon. Mr. F. H. May, the Commodore, in the chair, seconded by Major Broke, the General Committee recommended that the best thanks of the Club be offered to Mr. Percy Smith for his services as Secretary and Treasurer and for his donation of a Cup.

The Sub-Committee for Boating report that several boat races were held in the Spring and produced good racing, and the interest of members in rowing as a form of exercise has been more evident during this summer than last. Four new four-oared and two new pair-oared boats with double gilder oars to correspond are being ordered in England, and Mr. A. Croickshank has kindly assumed the responsibility of supervising their construction and despatch. These boats are expected to arrive in December. The two other four-oared boats have been fitted with fixed seats, and it is proposed to hold a race for these boats towards the end of November. Mr. Percy Smith has kindly presented a cup for a competition in pair-oared boats; the conditions will be published shortly. The Victoria Recreation Club and the Corinthian Yacht Club are getting on from England similar boats to those ordered for the Club, and it is hoped to hold a combined regatta, under the patronage of His Excellency the Governor, at the end of January next.

The reclamation of the site for the new Club House, Shaikwan Road was finished in April last. A satisfactory contract for the building of the Club premises was let in May last, as reported in the *Daily Press*. Good progress has been made and the joints of the last floor are in position and good progress has been made with the brickwork above this level. But for the bad weather the brickwork would have been finished by the end of this month. Mr. E. W. Carpenter thinks that the Club will have removed to the new premises before the end of 1907. The Water Polo season was fairly successful, although with the new blood in the team better times were expected, the position in the League being only fourth, the same as last year. With a better knowledge of the game next year they ought to do better. Several friendly games were played with the Victoria Recreation Club, Corinthian Yacht Club, Royal Engineers, and Royal Garrison Artillery, of which a few were won and 3 lost. The 2nd team did very well indeed, losing only about two matches. There is plenty of material in it to fill up vacancies in the 1st team next year. The use of the Naval Dock for swimming was a great advantage, although permission was obtained rather late, altogether about 50 tickets were given out for admission to it. The thanks of the Club are due to the Commodore and Mr. A. J. Williams of Messrs. Pannell Lowther & Co. for their kindness in allowing the use of the Dock.

The balance sheet shows a surplus of \$52,694.

FUNNELS AND FLAGS.

Before the Hon. Commander Basil H. Taylor, R.N., at the Marine Magistrate's Court yesterday Dr. F. Grove, Deputy Health Officer of the port, prosecuted Chan Fie, the owner of licensed passenger boat No. 114 for unlawfully concealing the number of his licence on the bows of his boat. Defendant pleaded not guilty. Prosecutor stated that on the 24th instant he boarded the Japanese steamer *So Shu Ming*, which was flying the yellow flag. While examining the passengers and crew he noticed defendant's sampan lying alongside. One man was going aboard of her at the time. He went to the side and looked over to take her number, but found that she had a piece of sack hanging over her bows which concealed it. After five more men had gone down into her she shoved off and witness followed in his launch. As he got alongside some of the crew uncovered the number.

Defendant said he knew nothing about the sack, but there may have been something covering the number.

His Worship imposed a fine of \$10, the alternative being three months' imprisonment with hard labour.

At the Marine Magistrate's Court yesterday, before the Hon. Commander Basil Taylor, R.N., Marine Magistrate, Chan Tai-fut, master of the steam launch *Hui Nam* was prosecuted by Sergeant Jackson for carrying 18 passengers in excess of the number allowed by his licence.

When the sergeant had given his evidence defendant said he had nothing to say, and his Worship ordered him to pay a fine of \$10 or go to jail for three months.

The American Consulate General received the following typhoon warning from the Manila Observatory at 2.30 p.m. yesterday: "September 24, 1907, 1 p.m. typhoon about E. N. E. Guam approaching Southern Ladrones Islands."

An order has been placed with Messrs. Caird and Co., of Greenock, for another steamer (the eighth) of the Moldavia class for the Peninsular and Oriental Company. This vessel, like the two ordered a few days ago, will be of 10,000 tons gross register, with propelling power equal to the maintenance of a speed of 18 knots. Including the new express steamer "Salotto," the company has thus, in consequence of the obligations entailed by the new mail contract, begun the construction of four steamers, aggregating 4,000 tons, the cost of which will largely exceed one million sterling.

The veteran sailing ship "De Tendre Broere" has been repaired in the Swedish harbour of Nyköping, and started on a voyage to Montevideo on August 24th. The "De Tendre Broere" was built at Marstrand in the year 1788, and is therefore 120 years old. During the long life of the ship her only five captains, all descended from the same family. Her first captain navigated the vessel for twenty-nine years, her second for twenty-two, her third for twenty, her fourth for thirty-two and her present skipper has already been seventeen years in command.

The Japanese Consul at Ottawa has telegraphed to Sir T. Shaughnessy, chairman of the Canadian-Pacific Railway, his congratulations to the company on the record-breaking voyage of the "Empress of India." The Japanese mails of August 8 were received there on the fourth day, having been carried a distance of 7,500 miles. The steamer left Hongkong at 4 p.m., August 8, and arrived at Vancouver at 2.30 p.m., on August 18. She carried 647 packages and bags of mails, in addition to 153 bags and 157 packages for the overseas mail.

In an article on deep-sea sailing which appears in the "Yachting and Boating Monthly," Mr. F. T. Bullen traces the history of sailing from the earliest days, and gives some interesting information regarding the palm days of the single-masted ship, when this country and America strove to hold the speed supremacy of the sea (in those days the tea trade with China). The construction of British shipbuilding and shipowners when the cheap Yankee boats of fast model were built and successfully captured the trade of the East Indies is graphically described, and more satisfactory from our point of view, the wonderful revival which in turn wrested the laurels back to the Union Jack. Speaking of these wonderful ships, the author says:

"The Americans introduced the most startling innovations with a rapidity which made our old fogies hold their breath. They did away with the old bluff bows like the face of a conventional cherub and capable of knocking a seaworthy yards and more ahead of the vessel in a matter of white. In their stead was built the clipper-bow designed to cut the water, not to bruise it, and flowing away aft in a beautiful scant curve nearly to the waist. Aft, instead of a huge bulging stern, without symmetry and designed apparently for the purpose of hanging on to the passing vessel, the stern was now a possible run or delivery sloped away with much the same curve as the bow and with the same idea—that of holding no dead water—of slipping through the sea instead of clinging to it. Which, of course, was all to the good, and yet it would have availed little had it not been for alterations as radical in the upper gear. Sails, instead of being mere bags to hold wind, were cut to fit, were made of a close-textured, dazzlingly white canvas, and were also greatly enlarged in proportion to the size of the ship. Lastly, and most important of all, the men who were given charge of these vastly improved machines had no reverence for shipboard life."

The Conservative British seamen blustered and sneered, but the solid facts were against them. They saw these dainty, soft-bodied ships, three of which could be built at the cost of one of their massy heart-of-oak frigates, racing past them, capturing their freight and making long voyages while they were making passages, and they were appalled. They felt as if their world was falling from beneath them. But fortunately the younger men among them had the sense to see that their only hope was in attacking the problem in the same way as the Yankees had done, and aided by the shipbuilders and naval architects who have always been more progressive than the mariners for whom they sailed, they began a new era of ocean travel, an era which I can only characterize as the epoch of ocean yachting. These new vessels were tremendously spared for their size, and their commanders chosen from among men who had the reputation of being go-ahead not merely in the science of ship-handling, but in all that goes to make up the perfect seaman—as, indeed, the Yankee skippers undoubtedly were. And then commenced—it is only about half a century ago—the real days of deep-sea yachting, sail-handling in excess. But these were no pleasure trips—they were run of the strictest

commercial lines, the prizes being enormous; and while every precaution that skill could suggest or money could supply was taken against disaster, the risks run were very great. How they did carry on! It is all very well to stand your shipmakers, balloon jobs, &c., during a race with thousands of people around in case of an accident to succour you at once, where the carrying away of spars merely means losing the race, or even the capsizing of your yacht is only an annoyance. But in that hotting waste of waters, where you may sail for a month and sea naught but sea and sky outside your own ship, where an accident may mean not merely the loss of your freight and profit on the voyage, but likely the lives of all hands, there was something noble of high daring in the roughly-clad fliers of the skipper as, holding on by the weather rig, he galloped up the masthead sails. Then the sailmaker's work was submitted to a fair test. A steady strain which showed the needle-holes in the canvas like tiers of glittering oaks, so long and open were they, which made each fastening, whether head cringle, roband eye, or claw, reveal its workmanship—there was no room for slip work there. Likewise the spars and rigging. The test was ordered and paid for—here it was tested, and its failure meant death.

CHANG CHIH-TUNG'S SPECIAL AUDIENCE.

The Grand Secretary and Councillor Chang Chih-tung, had a special audience of the Throne on the 14th inst. and gave nearly two hours to the Throne-room answering questions and giving his views, says the *N.C. Daily News*. When asked what he thought of the various high officials of the Empire, Chang Chih-tung spoke in the highest terms of praise with reference to ex-Viceroy Tzu Chun-huan and Lia Shao-nine, the present Governor of Hunan. On the other hand, Hui Shih-chang, Viceroy of Manchuria, and Pa Ting, President of the Ministry of Agriculture, Works and Commerce, were denounced in unmeasured terms as incapable and weak. When asked what he thought of the results of the work done by the five travelling Commissioners, the reply was that there was nothing tangible in them. Chang Chih-tung concluded by recommending the establishment as soon as possible of a Parliament to inaugurate town and village councils, wholesale pardon to secret society men, and to bring about harmony between political cliques. No mention at all was made about the election of an heir apparent to the Imperial Throne.

MURDER IN HONGKONG.

A Russian Jewess was murdered at No. 56 Scott Road, Shanghai, on September 18th, in a most cruel manner. It appears that the deceased, a married woman named Liza Cappers, whose husband is said to have been away from Shanghai for some years, was living with another woman, who went to Yangtsepo on Monday evening (16th) and celebrated the Jewish Festival with some friends there. There was no other occupant of the house. The deceased went out after tea and was seen returning at 2 p.m. At 7.30 p.m. her companion returned from Yangtsepo and found the front door closed and locked. She thereupon went to No. 53 where a friend resided and a houseboy was sent to the back entrance with her. She entered and, on reaching her bedroom, which was downstairs, saw that her boxes had been turned out and that the contents were strewn around the room. Everything in the room appeared to have been searched. She then went upstairs and saw the dead body of Mrs. Cappers lying on the bed partly dressed. The woman at once hurried away to the Hongkong Police Station, and detectives went to the scene of the murder. Mr. Brodiansky, Russian Vice-Consul, and Dr. Voeltkers also came in reply to telephone messages and an examination of the body and premises was made. The body lay on the bed, the face and head evidently being caused by strangulation, for a towel was still tied tightly around the neck in a knot, which appeared to have been tied with strong hands. Another towel was tied around the legs just above the ankles. The hands were crossed behind the back as though they had been held there while death took place. A heavy bruise was noticeable under the right eye and bruises on the neck just above where the towel was tied. The contents of the upstairs room in which the body lay had also been searched, though the furniture had not been thrown about. It appeared that the search, though hurried, had been conducted quietly. Meanwhile the houseboy from No. 53 had been sent to the police station, where he was questioned, and when the inquiry was concluded, the body was sent to the mortuary and a guard placed over the premises. Friends of the deceased asserted that she had at least \$200 in the house and a pass-book for \$300 in the bank. The pass-book was found in the bedroom, but no money. The house is a very narrow one and the adjoining residences have upstairs front windows not more than two feet from the open window of the room in which the tragedy took place; yet no sound was heard by the occupants of either of these places, so they assert, and no one was seen to enter or leave the house after the unfortunate woman reappeared in the afternoon. The circumstances point to robbery as the motive of the crime, but no substantial evidence had been procured when the mail left. Several detectives were engaged upon the case, however, and many theories had been formed.

ADMINISTRATION OF JUSTICE IN KOREA.

THE DIFFICULTIES OF REFORM.

Everybody will be surprised at the irresponsible manner in which justice is administered in Korea, says a Japanese contemporary. Since the establishment of the administration by the Residency-General, Japanese jurists have been appointed as assistants to Korean chief justices of various provinces in order to assist the fair administration of the law. At first Korean officials resented interference by their Japanese assistants in the trial of prisoners, and they were inclined to dispose of litigation privately. Latterly the Korean having found their Japanese assistants honest and sincere in their intentions, and their advice very valuable on account of its invariable reasonableness and fairness, now show an inclination to enter into more familiar and cordial intercourse with the Japanese assistants. It was thought that the Korean people would be satisfied and now regard the Japanese system of justice with feelings of greater respect and gratitude than before. In practice, however, the result is contrary. In the Korean view, adds the message, the practice of the Japanese Judges refusing to receive bribes and deciding cases on their merits is ridiculous. The Koreans think it quite legitimate for the successful party in litigation to present bribes to the Japanese assistants. It was thought that the Judges, they are complaining, against a system of affixing stamps to petitions before the cases have been decided. Such being the case, many unexpected difficulties may be encountered in introducing judicial reforms in Korea.

CHINA AND TRADE UNIONISM.

Even the transgressor, the law-breaker, or the felon, whether Justice overtakes him in the long run or not, never fails to reap the reward of persistent energy, prudence, and indomitable perseverance. But when these virtues, which are among the chief natural laws of all progress, are the dominant characteristics of an almost unnumbered people, they possess a momentum of a storm and weight in the never-ending human struggle for supremacy.

China, mighty in its toil, mighty in its endurance, comprising four hundred millions of units, inspired by an industrial energy such as the white worker has no conception of, its pressing onwards towards a place in the world's future whose bounds can be set by the counteraction of nothing less than equal energy, equal perseverance, and equal self-denial. Everything else, by all the decrees of God and laws of nature, must fall before it.

When this tremendous fact implies—may shortly be stated in the following query. Although the white races have found it possible to maintain their "higher standards of living" together with their trade union restriction of industrial energy in competition with one another, how can they hope to succeed in competition with races who regard work as the highest end and aim of existence, and resolutely refuse to accept any abridgement of their labour in the interests of white industrialism?

It will be as well for us to realise clearly what manner of competitor the Chinaman really is. In the first place, he has a large and highly developed brain, the push and resource of a German or American, his financial and business ability of a Jew, the coolness and acquisitiveness of the canny Scot, and the patient and temperate habits of the Turk all rolled into one. Added to this he possesses the physical strength and toughness of a mule, the appetite and digestive powers of an ostrich, and the staying qualities of a steam engine.

Whereas the white man nowadays invariably finds it requires an effort to commence work, and a good deal is necessary on the part of his employer to keep him going, it is the natural condition of a Chinaman to be in a state of restless activity. It needs no effort on his part to commence work, and when once started he goes on for ever like a steam engine, without the slightest necessity of any trying on the part of his employer.

Not this is all. Such an extraordinary union of qualities alone would make him a sufficiently formidable competitor; but when they are joined with an inflexible commercial probity and scrupulousness, which often, like the ceaseless energy of the Celestial, exceed that of the white races, their total influence in foot pounds upon the whole scheme of racial evolution in the future cannot be over-estimated.

These same strenuous virtues distinguish the mercantile and the humblest industrial classes alike. A Chinese trader would sooner die than "lose face" in his commercial dealings. Commercial honesty and integrity and scrupulousness, he found the perfection of mercantile honour, the certainty that a Chinese merchant will always abide to the letter, by his contract, or bond. This certainty is extended to the quality and grade of his goods, and one can always depend on finding at the best houses from year to year precisely the same "chap" of tea, the same high grade of matting, down to a fire cracker of the exact grade ordered.

Nothing daunts the Chinaman's perseverance in seeking orders. He will continue his daily calls at the same office, although he may not be successful for six months, and even then the order may be only a small one. Still, he never evinces impatience, disappointment, or chagrin, but continues to be the same mysterious, mechanical exponent of the principle of try, try again. Moreover, he is always just as ready to meet the payment of any claim as he is to "puttee book"—namely, to enter fresh orders.

In case of reverses, they are met by the Chinaman with never a semblance of pique such as the European might display, and if foreigners are in any misfortune they are never allowed to suffer for the Chinese business face must be preserved at all costs. The Chinese merchant is every bit as proud as he is upright, and these qualities, allied with his indomitable perseverance, form part of the irresistible impetus behind the advance of China in the twentieth century.

Already the effect of these unrivalled commercial qualities are to be seen in the fact that Chinese are slowly pushing the less strenuous, less enduring, white man before them in all directions, in China itself in Central and South America, and even in Natal. There are the best cooks and best domestic servants, the most skillful artisans in Western methods, and even appear as musicians and photographers. The model hotel at Hongkong is run by Chinese; pass down the best streets of the maritime towns on the Pacific coast of China, and you become aware that the shops of imported wares are all belong to Chinese. The meaning of this is that the Chinaman has got into his hands the retail trade in European and American goods. In Shanghai it is cheaper to buy a piece of Manchester cloth from a Chinaman than from an Englishman.

It is hardly yet realised how resistlessly the Chinese are sweeping over the Islands of the East Indies and Straits Settlements. But every one knows what has happened in Singapore, which is no longer anything else than an outpost of a rapidly advancing Asia. For the white man, with his restricted birth-rate, to think of crowding out the Asiatic or holding back the flood is the rankest of vain hopes. The yellow stream flows on, makes itself independent, gets the bank of the manufacturing world, and the European possessions and settlements, an "imprium in imperio."

Nothing is more marvellous than the rapidity with which the restless energy and thrift of the Chinaman raises him to a position of affluence. Even beggars grow rich without any apparent effort beyond the magic of their industry, and return to China with fortunes. In Singapore are numerous instances of Chinese who have raised themselves to wealth from literal beggary. Yesterday in Singapore they were nearly naked. They own handsome villas with wonderful gardens, they drive in elegant carriages, and smoke the most costly cigars.

Although nominally under British rule, it has been found quite impossible to control the great Chinese population of the Straits except by enlisting the services of their own countrymen. Great Britain, therefore, farms out its Chinese taxes to a Colonial, and a Chinese representative sits in the Legislative Council of the Colony.

But Chinese commercial energy will not allow themselves to be kept in the background in Asia. The Celestial is already proposing to bring the products of the Empire to the markets of Europe in his own vessels and to become his own buyer abroad. As far back as the year 1881 we received a hint of this approaching blow to white trade supremacy in the strange apparition in the Thames of the junk *Wu-fa* carrying a cargo of 32,500 cases of tea, as well as a quantity of straw work. And now the Chinese are setting about their further emancipation from Europe and America by the establishment of mills, factories, and works of all kinds to exploit their vast native supplies of silk, cotton, wool, iron and coal.

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JUST ARRIVED.

Hongkong, 29th November, 1906.

better state of the timber market at the end of 1906 and the beginning this year had eased the financial position in Borneo, and the manager had been instructed to augment his labour force by importing coolies from Java. At present 1,250 lb. of their rubber was on the way home from Borneo. The board's policy was to provide means to develop other estates. It would be easy to sell the estate at a very low figure, or to a company for the greater part of the purchase consideration in shares; but as cash was required to develop other estates the directors considered it better to nurse the Sekong property a little longer, as they believed that it was possessed of great potentialities. Instructions had been sent to the manager to prepare land on this company's Bodo estate for rubber, and it was hoped that planting on that property to a considerable extent would be soon completed. Mr. Cusack asked what acreage they had planted with rubber. Mr. Bennett.—Between 300 and 400 acres. A shareholder said that that was a small acreage in view of the land planted by other companies who had only started operations within the last few years. Mr. Bennett said that no one in Borneo besides this company had a rubber tree; other companies had merely seedlings. In answer to further question Mr. Bennett said that this company had 13,500 of what he might call "the older trees," 1,000 trees four years and two months old, 10,000 trees from three years and eight months to two years and eight months old, 5,500 trees two years and two months old, 45,000 trees 17 to 28 months old, and more than 100,000 seedlings. After further discussion, the report was adopted.

THE LEGALITY OF LIMERICKS.

ATTORNEY-GENERAL'S OPINION.
Mr. Byles in the House of Commons on August 16th asked the Attorney-General whether his attention had been directed to the Limerick competitions which were going on in so many journals, whether these competitions were substantially the same as the missing word competitions, which were found to be illegal, whether he was aware that those competitions were encouraging the spirit of gambling among great masses of the people, and whether he proposed to take any steps to test their legality. The Attorney-General said the Public Prosecutor and the Chief Commissioner of Police had considered the question and decided that the practice did not fall under the law for the suppression of lotteries, inasmuch as Limerick involved the exercise of some skill in the act of completing a rhyming verse or couplet. (Laughter.) If that was correct, they differed from missing word competitions, which involved a more element of chance.

Mr. Byles pointed out that at least one paper divided 12,200 which, worked out at 80p. coupons at sixpence each, and asked whether there was reason to believe that only a small fraction of them were won, and whether there were no means of protecting innocent readers. (Laughter.)

The Attorney-General said several journals had represented to him that their readers generally enjoyed the competitions, and they did not desire them to be deprived of innocent and healthy recreation.

Mr. Bottomley inquired whether it did not require as great an amount of skill to "spot" the winner of a horse race as to compose a doggerel rhyme. (Laughter.)

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Chamois, Laft Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it.—Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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NEW ADVERTISEMENTS

TO LET.

THE "CHALET," Mount Kellett Road, Peak. Containing 5 Rooms. Possession about middle of October, 1907.
Apply to—
H. TUNG,
Comptroller Department,
Jardine Matheson & Co., Ltd.
Hongkong, 25th September, 1907. 1568

PUBLIC AUCTION.

THE Undersigned has received instructions from the concerned to Sell by Public Auction, at MURRAY PIER,
On WEDNESDAY,
the 2nd October, at 5.30 P.M.,
The

BRITISH REGISTERED CRUISING YACHT "KUKUBURE" 53 feet overall, 11 ft. 7 in. beam; 41.74 gross tonnage; copper bottomed.
Commodious Cabin, Lavatory and Pantry (with Ice Chest) Accommodation, and Large Deck Space.
Sails and rigging in excellent condition; two new sails awnings and stanchions, three Anchors, Chain and Manila Cable, Lamps, Life Boats, etc., etc.
New Dingy with Mast and Sail.
Terms:—Cash on delivery.
GEO. P. LAMBERT,
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Hongkong, 25th September, 1907. 1568

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for the above Ports on TUESDAY, 1st Oct., at Daylight.
This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly-certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 25th September, 1907. 1537

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, the 24th inst., at 5 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.
All broken, shafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Oct. at 9.30 A.M.
All Claims must reach us before the 5th October, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 24th September, 1907. 5

HONGKONG CLUB.

NOTICE.

THE Twelfth Drawing of Sixty-Five Debentures of the Hongkong Club (\$100 each) was held in the Hongkong Club House on THURSDAY, the 19th inst., when the following Debentures were Drawn for Redemption:

38	375	838	1194	1594
35	460	876	1199	1721
60	475	883	1201	1726
117	476	984	1293	1732
119	514	988	1299	1739
134	557	1011	1253	1747
192	572	1010	1287	1763
217	641	1025	1293	1732
259	678	1032	1312	1793
326	776	1127	1439	1925
332	810	1128	1474	1946
335	819	1131	1533	1948
340	830	1176	1559	1955

and will be payable at the Hongkong and Shanghai Banking Corporation on MONDAY, the 30th day of September, 1907, in exchange for surrender of same.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 19th September, 1907. 1536

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. McGINTY, Leaves Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on TUESDAY, THURSDAY & SATURDAY.

First Class \$3 single passage
Meals \$1 each.

SPECIAL EXCURSIONS TO MACAO on every SUNDAY
Leaving Hongkong at 9 A.M.
Returning from Macao at 6.30 P.M.
First Class \$1.50 single passage
2nd " 80
3rd " 40
Meals \$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LTD.,
No. 222, Des Voeux Road Central.
Hongkong, 19th September, 1907. 1527

INTIMATIONS

NOTICE.

ALL Outstanding Claims against THE SAVOY LIMITED must be sent in to the Liquidator, No. 13, Queen's Road Central, by the 30th September, 1907.
QUAN HING,
Liquidator.
Hongkong, 24th September, 1907. 1564

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS This Month (SEPTEMBER) will take place on SATURDAY next, the 28th instant.
E. J. MOSES,
Hon. Secretary.
Hongkong, 24th September, 1907. 1559

NOTICE.

It will be to the interest of those who are insured by "L'INDUSTRIELLE" INSURANCE CO. OF PARIS to communicate with the undersigned.

LUCIUS SCIENTIFIC DIAMOND PALACE,
1520 62, Queen's Road, Central.
Hongkong, 24th September, 1907. 1559

EMPLOYMENT.

WANTED by a Young Man with good references. A fast Typist with good knowledge of General Office work.
Apply to
Care of "Daily Press" Office.
Hongkong, 23rd September 1907. 1548

HONGKONG FOOTBALL CLUB.

THE TWENTY-FIRST ANNUAL GENERAL MEETING will be held TO-MORROW (THURSDAY), the 26th September, at 5.30 P.M. in the Hongkong Hotel, when the report of the Committee will be presented and Officers elected for the coming season.

H. L. O. GARRETT,
Hon. Secretary.
Hongkong, 23rd September, 1907. 1552

HONGKONG S. ANDREW'S SOCIETY

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 27th inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers. Business for the coming year, etc.
W. ARMSTRONG,
Hon. Secretary.
Hongkong, 21st September, 1907. 1543

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the City Hall on MONDAY, the 30th inst., at 5 P.M.
By Order of the Committee,
G. G. FRANKLIN,
Hon. Secretary.
Hongkong, 24th September, 1907. 1550

NOTICE.

THE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, payable on MONDAY, the 30th September, 1907 will be held at the Club at 6 o'clock on FRIDAY, the 27th September, 1907.
Bearing of Debentures are invited to attend the Drawing.
For the Committee,
H. SCHUMACHER,
Hon. Secretary.
Hongkong, 19th September, 1907. 1524

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—
B. R.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 1143

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM
BELL MAHOGANY
WHITE do.
GREY BOX
TALLOW WOOD
BLACK BUTT
WHITE STRINGY BARK
RED do. do.
TURPENTINE
BLUE GUM
all in equal proportional quantities.
Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.
Price in Hongkong currency C.I.F. Whang-shai Railway Wharf, Canton.
Delivery to be completed at the end of February, 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, Monday, the 14th October, 1907 at 2 P.M.
All Sleepers must be accompanied by a Government Certificate.
All Tenders must be accompanied with 500 dollars.
The right to accept or reject any or all of the Tenders is reserved.
THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE
YUET HAN RAILWAY CO., LTD.
Canton, 28th August, 1907. 1419

COLD STORAGE.

THE Hongkong ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
W. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A PORTION OF MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 32 on PRAJA EAST. Approximate AREA 15,000 SQUARE FEET. 99 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 1108

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1907.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.
DOUGLAS, LA FRAIK & CO.,
General Managers.
Hongkong, 9th September, 1907. 1473

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND AND FINAL CALL of \$15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October next.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th September, 1907. 1561

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, King's Building, Cornhill Road, Hongkong, on WEDNESDAY, 9th October, 1907, at 12.30 P.M., when the Subjoined Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 18th day of September, 1907, will be submitted for confirmation as Special Resolutions:—

1. That the Capital of the Company be increased from \$2,000,000 to \$3,000,000 by the creation of 20,000 New Shares of \$50 each.

2. That such new shares be issued at par and be offered to those persons who are registered as Shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.

3. That the amount due for the new shares shall be called up on 1st December, 1907. Dated the 19th September, 1907.
By Order of the Board,
EDWARD OSBORNE,
Secretary.
1562

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.
The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.
By Order,
M. MANUK,
Acting Secretary.
Hongkong, 2nd September, 1907. 1553

FOR SALE

POSTAGE STAMPS.

FOR SALE, Sets of British Provisionals, cancelled on Original covers or in mint condition \$24 per set. Various odd values for sale. These stamps will be valuable later, only 2,000 complete sets in existence.
J. APPLEBY, Labuan.
Hongkong, 2nd September, 1907. 1550

FOR SALE

A small first class PRIVATE HOTEL. Centrally situated. A paying income. Owner going home. Terms very moderate. Low Rental.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th September, 1907. 1525

FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).
The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.
For further particulars, apply to
GOLDING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 1494

FOR SALE.

"KELLET CREST," THE PEAK.

A FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms, two Drying Rooms, Tiled Kitchen, excellent Servants' Quarters, Chicken House, Garden and Tennis Lawn. All in first class condition. Tank floor throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private.
Price \$25,000, of which part could remain on Mortgage at 7 per cent.
Apply to—
W. J. SAUNDERS,
Hongkong, 4th September, 1907. 1447

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.
100 for \$0.80 500 for \$3.00
150 " 1.25 1000 " 4.00
200 " 3.50 1500 " 25.00
250 " 7.75 2000 " 35.00
275 " 9.00 3000 " 65.00
Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.
GRACE & CO.,
Hongkong Hotel Corridor.
1145

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong 26th July 1907.

AUCTIONS

PARTICULARS OF VALUABLE LANDED PROPERTY Situate at Canton in the Empire of China, To be Sold by Order of the Liquidator of THE CANTON & HONGKONG ICE AND COLD-STORE CO. LD.

IN ONE LOT BY PUBLIC AUCTION TO-MORROW (THURSDAY), the 26th September, 1907, at 3 o'clock in the afternoon at The Sun Life Building, Shumsham, Canton, aforesaid.

GEO. P. LAMBERT, Auctioneer.

The Property comprises:—
All that piece or parcel of ground situate at Ha Kok San in the Canton of Sai Ho in the Front Beach, Canton in the Empire of China, near the Hongkong, Canton and Macao Steamboat Co.'s Wharf at Canton).
Total area, 50.40 chong, or 6,714 square feet or thereabouts.
Further Particulars, Plans and Conditions of Sale may be obtained from
Messrs. GOLDING & BARLOW,
10, Queen's Road Central, Hongkong,
Vendor's Solicitors,
and at
SUN LIFE BUILDING, Canton,
or from
MR. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 14th September, 1907. 1503

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instruction from the Executors of the Mortgagee to sell Public Auction, TO-MORROW (THURSDAY), the 26th September 1907, at 3.30 P.M., at his SALES ROOMS, Duddell Street, THE FOLLOWING:—

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that Piece or Parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Inland Lot No. 786; area 49,000 square feet or thereabouts; Term, 999 years; annual Crown rent, \$384.00; together with all the mortgages thereon known as Nos. 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228 and 230 THIRD STREET, Victoria, aforesaid, as they are at their present condition.
For Further Particulars and Conditions of Sale apply to
S. W. TSO,
Solicitor for the Mortgagee, or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 13th September, 1907. 1501

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to sell by Public Auction, ON FRIDAY, the 27th inst., 1907, at 3 P.M., at his SALES ROOMS, Duddell Street, THE FOLLOWING:—

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that piece or parcel of ground situate at Victoria, aforesaid, registered in the Land Office as Section "B" of Inland Lot No. 454; area, 6240.05 square feet or thereabouts; Term, 999 years; annual Crown rent, \$91.14; together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid, as they are on the said piece of ground.
For further Particulars and Conditions of Sale, apply to
S. W. TSO,
Solicitor for the Mortgagee, or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 14th September, 1907. 1507

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of September, 1907, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of the Two Lots of Crown Land at Pokfulam in the Colony of Hongkong, for a term of 75 years. 1554

PARTICULARS OF THE LOTS.

Lot No. 1. Registry No. 70. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

1. Form Lot No. 70. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 2. Registry No. 71. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

2. Form Lot No. 71. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 3. Registry No. 72. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

3. Form Lot No. 72. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 4. Registry No. 73. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

4. Form Lot No. 73. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 5. Registry No. 74. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

5. Form Lot No. 74. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 6. Registry No. 75. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

6. Form Lot No. 75. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 7. Registry No. 76. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

7. Form Lot No. 76. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 8. Registry No. 77. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

8. Form Lot No. 77. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 9. Registry No. 78. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

9. Form Lot No. 78. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 10. Registry No. 79. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

10. Form Lot No. 79. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 11. Registry No. 80. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

11. Form Lot No. 80. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 12. Registry No. 81. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

12. Form Lot No. 81. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 13. Registry No. 82. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

13. Form Lot No. 82. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 14. Registry No. 83. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

14. Form Lot No. 83. Station. As per plan. 1.20. 1.61. 1.92.

Lot No. 15. Registry No. 84. Locality. Boundary Measurements. Current Annual Rent. Proposed Annual Rent. Upset Price.

15. Form Lot No. 84. Station. As per plan. 1.20. 1.61. 1.92.

TO LET

TO LET.

3 STORED GODOWN No. 127, Wanchoi Road.
Apply to—
REUTER, BROECKELMANN & CO.,
Princes' Building.
Hongkong, 27th June, 1907. 1126

TO BE LET.

ONE FOUR-ROOMED Corner House on Robinson Road, furnished or unfurnished.
Also,
ONE LARGE ROOM in Des Voeux Road, as Office or Bedroom. Central position. Light and Airy.
Apply to
Care of "Daily Press" Office.
Hongkong, 2nd September, 1907. 1435

TO LET.

"HATI ERLEIGH," CONDUIT ROAD, No. 1, RIPON TERRACE, BONHAM ROAD.
OFFICES in King's Building and YORK BUILDING.
GODOWNS in PRAJA EAST.
A HOUSE in CLIFTON GARDENS, CONDUIT ROAD.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd September, 1907. 1169

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 1900

SHIPPING.

ARRIVALS.

Atia, British str., 4,975, Harry Gunkroger
24th Sept., Shanghai 21st Sept., Mails
and General—O. & O. S. N. Co.
KANSU, British str., 24th Sept.—from Canton.
KLEIST, German str., 5,122, E. Meyer, 24th
Sept.—Hamburg 15th August, Mails and
General—Melchers & Co.
PRINZ HEINRICH, German str., 3,962, Paul
Grosch, 24th Sept.—Shanghai 21st Sept.
Mails and General—Melchers & Co.
SHOSHU MARU, Japanese str., 900, T. Suruga,
24th September—Shanghai via Ports 23rd
Sept., General—Osaka Shosen Kaisha.
TAIPEI, Chinese str., 24th September—from
Canton.
TELMACHUS, British str., 4,902, J. H. Goodwin,
24th September—Fochow 22nd September.
General—Butterfield & Swire.
YETI MARU, Japanese str., 7,677, K. Sato,
23rd Sept.—Bombay 4th Sept., General—
Nippon Yusen Kaisha.

CLEARANCES.

24th September.
Hona Lee, British str., for Amoy.
Kansu, British str., for Amoy.
Maidie, German str., for Haiphong.
Tidenechi, British str., for Singapore.
Yokohama Maru, Japanese str., for Shanghai.

DEPARTURES.

24th September.
KLEIST, German str., for Shanghai.
TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. *Rubi* reports: Light North-
easterly and N. Easterly winds with fine weather
and smooth sea.

VESSELS IN DOCK.

September 24th.
ABERDEEN DOCKS.—King George.
Kowloon DOCKS.—Dringon, Pochattan,
H.M.S. *Moore*, *Kwongtung*, *Kwong Eng*,
H.M.S. *Hardy*, *Hopang*, *Chingho*, *Keung*,
Cosmopolitan DOCKS.—Ato, *Imanishan*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain A. J. Robson, will be despatched for
the above Ports TO-MORROW, the 26th inst.,
at Noon.
For Freight or Passage, apply to
DOUGLAS, LAURENCE & CO.,
General Managers.
Hongkong, 24th September, 1907. 1563

COMPAGNIE DES MESSAGERIES
MARITIMES.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"YABRA,"
Captain Solier, will be despatched for the
above Ports on or about the 1st inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th September, 1907. 2

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
FLYING DUTCHMAN AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
Captain C. L. Daniel, carrying "H.M.
Majesty's Mails, will be despatched from
this for Bombay &c. on SATURDAY,
the 5th October at Noon, taking
passengers and cargo for the above ports
in connection with the Company's "VICTORIA,"
6,800 tons, from Colombo,
passengers' accommodation in which vessel
is secured before departure from Hongkong.
Silk and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo to the mail steamer
proceeding direct to Marseilles and London
other cargo for London, &c. will be conveyed
from Bombay by the R.M.S. "TERRA,"
due in London on 16th November, 1907.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd September, 1907. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR
(COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" 5th Oct.
1st Class Passenger accommodation.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 14th September, 1907. 1226-1254

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
CALLAO AND IQUIQUE, VIA JAPAN
PORTS (Karatsu, Kobe and Yokohama).
With option to Call at Mexican and other
Coast Ports.

Steamers. Tons. About

"KARATO MARU" 6,100 On 8th Oct.
Noon.

"KATMARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 25th September, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 5th Oct. at Noon.
MARSEILLES &c. via PORTS OF CALL...	AUSTRIAN	Brit. str.	—	Verron	MESSAGERIES MARITIMES	On 1st Oct. at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INDIAN	Brit. str.	—	M. W. Konrick, R.N.R.	P. & O. S. N. Co.	About 9th October.
MARSEILLES, HAVRE & COPENHAGEN	FLAVIA	Ger. str.	k.w.	Winnberg	HAMBURG-AMERIKA LINIE	End of October.
HAYRE, BREMEN & HAMBURG via STRAITS, &c.	BEIGRAVIA	Ger. str.	k.w.	Melchior	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 13th October.
HAYRE & HAMBURG via STRAITS, &c.	ROSENSTADEN	Ger. str.	k.w.	P. Gromch	HAMBURG-AMERIKA LINIE	On 2nd October.
NAFLES, GENOA, ALGIERS (GIBRALTAR &c.)	PRINZ HEINRICH	Ger. str.	—	—	MELCHERS & CO.	To-day, at Noon.
ODESSA	KOSTROMA	Rus. str.	—	—	MELCHERS & CO.	On 5th October.
NEW YORK	SIKH	Brit. str.	—	—	DODWELL & CO., LTD.	Middle of October.
NEW YORK via PORTS & SUEZ CANAL	HEADLEY	Am. str.	—	—	ARNHOLD, KARBURG & CO.	About 18th October.
VANCOUVER via SHANGHAI JAPAN &c.	OCEAN MONARCH	Am. str.	—	—	SHEWAN TOMES & CO.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	SUEVIC	Am. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th Oct. at 4 p.m.
CALLAO AND IQUIQUE via JAPAN PORTS, &c.	KARATO MARU	Jap. str.	—	W. S. Shotton	DODWELL & CO., LTD.	On 15th October.
SALINA CRUZ, MEXICO via KUCHINOTSU, &c.	MARIE	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	On 8th Oct. at Noon.
AUSTRALIAN PORTS via TIMOR, Port Darwin &c.	ALDENHAM	Brit. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. Co.	On 28th inst. at 5 p.m.
AUSTRALIAN PORTS via MANILA	CHANGHONG	Brit. str.	1 m.	G. W. Ely	GIBB, LIVINGSTON & CO.	On 28th inst. at Noon.
YOKOHAMA AND KOBE	MANILA	Ger. str.	—	J. Minssen	BUTTERFIELD & SWIRE	On 10th Oct. at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 10th Oct. at Noon.
YOKOHAMA AND KOBE	PRINZ WALDFMAR	Ger. str.	—	W. von Sender	MELCHERS & CO.	On 10th Oct. at 4 p.m.
JAPAN	ONSANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & CO., LD.	About 18th October.
CHEFOO & TIENTSIN	TIPODAS	Brit. str.	1 m.	Zwart	JAVA-CHINA JAPAN LIJN	On 27th inst. at 1 p.m.
CHEFOO & NEWCHWANG	EVICHONG	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI via SWATOW	KACHANG	Brit. str.	1 m.	Konzie	BUTTERFIELD & SWIRE	On 1st Oct. at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHONGANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 6th Oct. at D'light.
SHANGHAI, YOKOHAMA & KOBE	SUEVIA	Brit. str.	k.w.	Solmer	HAMBURG-AMERIKA LINIE	To-day, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	INDEN	Brit. str.	—	—	MELCHERS & CO.	To-morrow.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI via NINGPO	POONA	Brit. str.	—	A. F. Vane, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	WAIRING	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & CO., LD.	On 28th inst. at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YABRA	Fr. str.	—	Solier	JARDINE, MATHESON & CO., LD.	About 3rd inst.
SHANGHAI, KOBE & YOKOHAMA	ARRATON APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	On 1st Oct. Daylight.
SHANGHAI, KOBE & YOKOHAMA	ROSENSTADEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 1st October.
SHANGHAI, YOKOHAMA & KOBE	DEHBI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 4th October.
SWATOW & SHANGHAI	KANTON	Brit. str.	—	—	MELCHERS & CO.	Middle of October.
SWATOW & SHANGHAI	KANSU	Brit. str.	1 m.	J. Speed	BUTTERFIELD & SWIRE	On 1st October.
SWATOW, AMOY & FOCHOW	YCHOW	Brit. str.	1 m.	P. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SWATOW & SHANGHAI	HAIMON	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAURENCE & CO.	To-morrow, at Noon.
SWATOW & SHANGHAI	KWANGSIO	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 29th inst. at D'light.
SWATOW & SHANGHAI	KUANGSIO	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 3rd Oct. at 4 p.m.
SWATOW & SHANGHAI	SHANGSIO	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 11th Oct. at 4 p.m.
SWATOW & SHANGHAI	DAJIN MARU	Jap. str.	1 m.	I. Sakurai	OSAKA SHOSHEN KAISHA	On 29th inst. at 10 a.m.
SWATOW & SHANGHAI	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 27th inst. at D'light.
SWATOW & SHANGHAI	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 28th inst. at 4 p.m.
SWATOW & SHANGHAI	RUBI	Brit. str.	—	B. Almond	SHEWAN TOMES & CO.	On 28th inst.
SWATOW & SHANGHAI	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 1st Oct. at 4 p.m.
SWATOW & SHANGHAI	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & CO.	On 5th October.
SWATOW & SHANGHAI	KALFONG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW & SHANGHAI	MAUSANG	Brit. str.	—	R. Boughton	JARDINE, MATHESON & CO., LD.	On 28th inst. at 4 p.m.
SWATOW & SHANGHAI	YORREO	Ger. str.	k.w.	F. Sembli	MELCHERS & CO.	Beginning of October.
SWATOW & SHANGHAI	NARANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 28th inst. at 3 p.m.
SWATOW & SHANGHAI	LAISANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & CO., LD.	On 1st Oct. at 3 p.m.
SWATOW & SHANGHAI	THILATIA	Brit. str.	—	van Emmerick	JAVA-CHINA JAPAN LIJN	About 26th inst.
SWATOW & SHANGHAI	THILATIA	Brit. str.	—	Jurissaree	JAVA-CHINA JAPAN LIJN	About 4th October.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROTECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SHANGHAI VIA SWATOW "CHONGSANG" Wed. day, 25th Sept., Noon.
FOR MANILA "LOONGSANG" Friday, 27th Sept., 4 p.m.
YOKOHAMA & MOJI "ONSANG" Friday, 27th Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA "NAUSANG" Saturday, 28th Sept., 3 p.m.
SANDAKAN "MAUSANG" Saturday, 28th Sept., 4 p.m.
SHANGHAI VIA NINGPO "WAIRING" Saturday, 28th Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 1st Oct., 3 p.m.
REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.
Penang " 85. " 120.
Calcutta " 165. " 250.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Hongkong, 25th September, 1907. 18

THE HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light, Perfect Cuisine, SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS. CAPTAIN. FOR. SAILING DATE.

RUBI 2540 E. W. Almond Manila On 28th September.

ZAFIRO 2540 A. Fraser Manila On 5th October.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGER.

Hongkong, 23rd September, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "INDIAN" On 26th September.

SHANGHAI, YOKOHAMA and KOBE "CANTON" Middle of October.

MARSEILLES, HAVRE and COPENHAGEN "INDIAN" End of October.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 24th September, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captain. Sailing Date.

SUVERIC 6,235 W. Shotton On 15th October.

KUMERIC 6,232 D. Baird On 25th October.

SHAWMUT 9,606 E. V. Roberts On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier

in cold storage.

PACIFIC EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 19th September, 1907. 7

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEINANIA," "HAMBURG" and "HOHENSTAUFEN." These

steamers offer to the public the highest comfort yet attained in ocean travelling. They

have very large cabins, provided with ONLY LOWER BERTHS. The cabins are

amidships and fitted with fans. Laundry on Board. Doctor and Stewards carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at

NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SIBERIA" carry first-class passengers

Return tickets issued at reduced rates available for two years. Through tickets to be

had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOHENSTAUFEN 1st October RHEINANIA 2nd October

SIBERIA 2nd November HOHENSTAUFEN 20th October

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

SLAVONIA HAVRE & HAMBURG 25th Sept.

RHEINANIA HAVRE & HAMBURG 1st Oct.

SIBERIA HAVRE & HAMBURG 15th Oct.

SLAVONIA HAVRE & HAMBURG 27th Oct.

HOHENSTAUFEN HAVRE & HAMBURG 30th Oct.

12

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, POONA, and YOKOHAMA	DELHI	About 27th Sept.	Freight only.
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 5th Oct.	See Special of Call.
MARSHALLS, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	NAMUR	About 9th Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 23rd September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI and CHINKIANG	"KANSHU"	On 25th Sept., 4 P.M.
CEBU and ILOILO	"KAIKONG"	On 25th Sept., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 26th Sept., 4 P.M.
PAKHOI and HAIKONG	"SINGAN"	On 26th Sept., 4 P.M.
SWATOW and SHANGHAI	"KWANGSE"	On 27th Sept., 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 1st Oct., 4 P.M.
MANILA	"TEAN"	On 1st Oct., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 3rd Oct., 4 P.M.
CHEFOO and NEWCHOWANG	"NANCHANG"	On 5th Oct., Daylight
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
YOKOHAMA and SHANGHAI	"SHAOHSING"	On 11th Oct., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 25th September, 1907.

BUTTERFIELD & SWIRE, AGENTS.

II

OSA KA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

SHANGHAI VIA SWATOW, "SOSHU MARU" Capt. T. SUGIURA } THURSDAY, 26th Sept., at 8 A.M.

TAMSWI VIA SWATOW "DAIJIN MARU" Capt. I. SAKURAI } SUNDAY 29th Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th September, 1907.

T. ABIMA, Manager.

14

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...

"PRINZ HEINRICH" P. GROCH } Wed., 25th Sept., at Noon.

KUDAT and SANDAKAN } "BORNEO" Capt. F. SEMBIL } Beginning of October.

MANILA, NEWGUINE, DRIS, BANE, SYDNEY and MELBOURNE } "MANILA" Capt. MINSEN } Thursday, 10th Oct., at Noon.

YOKOHAMA and KOBE } "PRINZ WALDEMAR" Capt. W. V. SENDEN } About Thursday 18th October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th September, 1907.

3

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific to the "EMPERESS LINE," saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER

"EMPERESS OF CHINA" 6,000 " THURSDAY, 26th Sept. ... 14th Oct.

"EMPERESS OF INDIA" 6,000 " THURSDAY, 24th Oct. ... 11th Nov.

"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 6th Nov. ... 30th Nov.

"EMPERESS OF AUSTRALIA" 6,000 " THURSDAY, 21st Nov. ... 9th Dec.

"EMPERESS OF CHINA" 6,000 " THURSDAY, 19th Dec. ... 6th Jan.

"EMPERESS OF INDIA" 6,000 " THURSDAY, 16th Jan. ... 3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE SHANGHAI, NAGASAKI, and YOKOHAMA ROUTE, calling at SHANGHAI, NAGASAKI, and YOKOHAMA, is a Special Mail Express, and at QUEBEC with the Co.'s NEW PACIFIC "EMPERESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River, New York 27.1.10.

Intermediate on Steamers, and 1st Class Railways, 24.1.10.

First Class rates include cost of Meals and Bath in Sleeping Car while crossing the American Continent.

R.M.S. "EMPERESS" carry Intermediate passengers only, at Intermediate rates, forwarding superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

8

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG.	JA IN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS.	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAKI.	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI.	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS.	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 25th September, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"BUELOW"	8,000	ON MARCH 11TH.
Capt. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capt. VON BINZER.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capt. POLACK.		

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

Hongkong, 18th August, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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MELCHERS & CO.

General Agents.

1365.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Weihaiwei.

Astraea, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee, Hongkong.

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Weihaiwei.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Brit-mart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Hongkong.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai.

Clio, British sloop, 1070 tons, Comdr. C. D. S. Halkes, Hongkong.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 3700 h.p., Lieut. Comdr. G. Grossen, Santa.

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nagent, Hongkong.

Handy, torpedo-boat destroyer, 310 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Santa.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, Santa.

Jaques, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freeman, Hongkong.

Kent, armoured, 980 tons, 14 guns, 22000 h.p., Captain S. V. de Horsey, en route Yokohama.

King Alfred, British cruiser, Flag ship of Vice Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursday, Weihaiwei.

Kinshasa, river gunboat, 616 tons, Lieut. Comdr. P. Crabtree, Yangtze.

Monmouth, cruiser, 980 tons, Capt. J. A. Tuke, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, Hongkong.

Nightingale, river gunboat, 85 tons, 340 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo boat destroyer, 385 tons, 6 guns, 6300 h.p., Lt. Comdr. Kiddie, Santa.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.

Sampier, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Pickell, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. S. H. Tennison, Yangtze.

Taku, torpedo boat destroyer, Bosn. Strath, Hongkong.

Tamar, receiving ship, 4000 tons, 6 guns, Commodore Stokes, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.

Thistle, gunboat, 710 tons 900 h.p., Lieut. Comdr. West, Shanghai.

Vivace, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Santa.

Waterwitch, surveying ship, 120 tons 170 h.p., Comdr. R. W. Glenzie, Swatow.

Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5300 h.p., Lieut. Comdr. H. B. C. Santa.

Wildcat, gunboat, 185 tons, 2 guns, 800 h.p., Lt. Comdr. G. R. Spicer-Simson, Yangtze.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

English Mails from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),

and other useful information.

PRICES: 31 CASH.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Britannia."

From Persian Gulf ex B. I. S. N. &

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 25th September at

4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

